by the Federal Communication Commission.

(f) *Fire or smoke detecting systems.* Each vessel equipped with a fire or smoke detecting system, if control units are not in the navigating bridge, must have means of communication between the navigating bridge and the stations where the control units are located.

(g) *Lookout.* Each vessel must have a means of communication between the navigating bridge and the bow or forward lookout station unless direct voice communication is possible.

(h) *Engineroom local control station.* Each self-propelled vessel equipped with control from the navigating bridge must have a means of communication between the local station for the control of the speed or direction of thrust of the propulsion machinery and the engine control room, unless an engine order telegraph is installed in accordance with §113.35–3. Each communication station at a local control station must—

(1) Be on a circuit separate from any other station required by this section; and

(2) Provide the capability of reliable voice communication when the vessel is underway.

(i) *Mobile offshore drilling units.* Each non-self-propelled mobile offshore drilling unit must have a means of communication among the control room, drill floor, machinery space, and silicon controlled rectifier (SCR) room (if installed). Each column-stabilized mobile offshore drilling unit must have a means of communication between the ballast control room and the spaces that contain the ballast pumps and valves.

[CGD 74–125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94–108, 61 FR 28289, June 4, 1996; 62 FR 23910, May 1, 1997; USCG–2004–18884, 69 FR 58348, Sept. 30, 2004]

§113.30–20 General requirements.

(a) The communications stations listed in §113.30–5(a) through (d), (f), (g), and (i) and other communications stations for the operation of the vessel, such as the captain's and chief engineer's offices and staterooms, emergency power room, carbon dioxide (or other extinguishing agent) control room, and firepump room, must not be on the same circuit as communications stations installed to meet the requirements of §§113.30–5(e) and 113.30–5(h).

(b) If a communications station is in the weather and on the same circuit as other required stations, there must be a cut-out switch on the navigating bridge that can isolate this station from the rest of the stations, unless the system possesses other effective means of station isolation during a fault condition.

(c) No jack-box or headset may be on a communication system that includes any station required by this subpart, except for a station installed to meet 46 CFR 113.30–5(h) or 46 CFR 113.30–25(f).

[CGD 94–108, 61 FR 28289, June 4, 1996, as amended by USCG–2003–16630, 73 FR 65201, Oct. 31, 2008]

§113.30–25 Detailed requirements.

(a) Multiple stations must be able to communicate at the same time.

(b) The loss of one component of the system must not disable the rest of the system.

(c) The system must be able to operate under full load for the same period of operation as required for the emergency generator. See 46 CFR 112.05–5, Table 112.05–5(a).

(d) Each voice-communication station device in the weather must be in a proper enclosure as required in 46 CFR 111.01–9. The audible-signal device must be outside the station enclosure.

(e) Each station in a navigating bridge or a machinery space must be in an enclosure meeting at least Type 2 of NEMA 250 or IP 22 of IEC 60529 (both incorporated by reference; see 46 CFR 110.10–1).

(f) In a noisy location, such as an engine room, there must be a booth or other equipment to permit reliable voice communication while the vessel is operating.

(g) In a space throughout which the voice communication station audible-signal device cannot be heard, there must be another audible-signal device or a visual-device, such as a light, either of which is energized from the final emergency bus.

(h) If two or more voice communication stations are near each other, there